



**DAC Delivery Programme
SUPERVISORY BOARD**

**Meeting 07 June 2021
14h00 – 16h00**

Minutes of the meeting

1. Introduction

a. Welcome, adoption of the Agenda [EC]

The meeting conducted via Teams and was chaired by the EC and co-chaired by the S2R JU.

It was attended by the appointed representatives from DG MOVE (Keir Fitch and Leonardo Dongiovanni) S2R JU (Carlo Borghini, Giorgio Travaini, Manuel Alarcon), EIM (Bardo Schettini), ERFA (Sophia Krügel), CER (Enno Wiebe), SNCF (Gilles Quesnel), UIP (Gilles Peterhans), UNIFE (Philippe Citroën and David Kupfer), Alexander Lowell (European Transport Workers' Federation) as observer ERA (Olivier Piron), Clemens Foerst (RFF), Ralf Marxen (DB), Stefan Hagenlocher (WP1 Leader) and Jens Engelmann (independent advisor) as programme manager. Mark Topal (OBB) was excused.

Keir Fitch representing DG MOVE and chairing the meeting welcomed the participants with special mention to Alexander Lowell representing ETWF. Keir welcomed the rail workers representation and input in the EDDP SB. Keir highlighted the importance of DAC and especially on the ongoing work on the Cost Business Analysis at European Union level, which must be followed by a credible migration strategy.

Also insisted in the importance of freight in the next EU-Rail JU and the need for EDDP to reach out South Europe and East Europe countries.

Keir mentioned the importance of the work and the need to keep the pace.

2. Review of actions since the last SB [S2R/PM]

Jens presented the action undertaken by the EDDP since the last SB, this will be addressed in more detail during the successive points of the meeting presentation.

Please refer to the PowerPoint presentation for more details.

3. New Members, interested parties

[S2R/PM]

Giorgio presented the new interested organizations to the EDDP. *Please refer to the PowerPoint presentation for more details.*

All members welcomed all new participants to the EDDP.

Enno suggested to find ways to better coordinate. CER is experiencing certain difficulty keeping track of all meetings plus notice periods are short so documentation can't hardly have time to generate feedback from association members.

Decision points:

4. Coupler type (head) selection: outcome of written procedure stage A: criteria [PM]

Jens presented final status of agreed selection criteria for Stage A. *Please refer to the PowerPoint presentation for more details.*

→ **The SB endorsed the proposal.**

Information Points:

5. Coupler type (head) selection [PM]

Jens presented the proposed selection procedure. *Please refer to the PowerPoint presentation for more details.*

Keir stated that beside decisions made and taken in EDDP SB, PB the formal approval and adoption process for TSIs will always be built upon the regulatory process.

Jens informed that due to delays in the programme in finding agreement on sharing confidential and commercial sensitive data, the stage B selection process will be approved at an extraordinary PB to be set in June. *Please refer to the PowerPoint presentation for more details.*

Jens presented the ideas on the Procurement boundary conditions, clarifying that funding will be applied by each country according its position on the subject of matter. *Please refer to the PowerPoint presentation for more details.*

6. DAC4EU update: Dellner/CAF

Carlo informed that the SA3 type coupler was not able reach enough maturity to pass stage A testing criteria and has been excluded from the next steps of the testing programme. The JU will consider to exercise all its rights regarding the IPR developed in the JU as they could be of use in the future for the rail community.

7. EDDP Position paper: Full Digital Rail Freight Operations in EU / ERJU

Jens presented the position paper endorsed by several members of the EDDP for appropriate consideration of DAC in the R&I Programme activities of Europe's Rail JU. *Please refer to the PowerPoint presentation for more details.* Keir reminded the audience that the main aim of the JU is to support R&I while the deployment funds and the implementation projects come from places different from the JU.

A debate over the current status of the EDDP DAC specification was held and it was shared that the electrical and communication specifications are not yet at the same maturity stage than the mechanical and pneumatic ones. The major area of concern was found with the current development status of the digital part of the DAC. The implementation of AC without the digital part is seen as a major disadvantage and the cost of retrofits can undermine the CBA on DAC deployment.

8. Indicative migration scenarios

Jens presented a migration scenario based on three steps. *Please refer to the PowerPoint presentation for more details.* Keir remind the audience the importance of dates and the need to be ready to reach out with a proven DAC product that is mature enough to make the most out of current base scenario favourable to rail freight and not to miss the opportunity.

9. Operational Procedures

Stefan as WP1 Leader presented the different options over operational procedures that might need to be adopted due to the implementation of DAC. *Please refer to the PowerPoint presentation for more details.*

This presentation triggered a debate, and it was concluded the system should operate on the most efficient way, taking into account all needed safety aspects but not relying only on past processes. National rules should be avoided and a EU harmonized operational approach should be sought.

CER reminded the PM to ensure that in the CEN/CENELEC working group the operational procedure should not be part of the standard.

10. Open Call: this part was not attended by S2R, ERA and DG MOVE representatives

8. **AOB and closing**

Next Meeting 21st of September to be rescheduled: due to potential conflict with other event same day there might be the need for finding other more suitable date.

→ **S2R will communicate a possible new date**